

Attachment 1

**Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: May 6, 2011

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:05 pm

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert (Chair)
Ed Barsotti, League of Illinois Bicyclists
Dan Thomas, DuPage County
Keith Privett, CDOT (Alternate Chair)
Richard Bascomb, Village of Schaumburg
Ron Burke, Active Transportation Alliance
Bruce Christensen, Lake County
Andrea Hoyt, DuPage County Forest Preserve
Gin Kilgore, Break the Gridlock/League of Illinois Bicyclists
Pam Sielski, Forest Preserve District of Cook County
Karen Shinnars, PACE
Kevin Staniel, RTA
Matthew Sussman, CNT
Allan Mellis, Citizen
Jonathan Tremper, Metra
Karl Peet (for Robert Vance, CTA)
Chalen Daigle, McHenry County Council of Mayors (on phone)

ABSENT:

Deborah Fagan, Citizen
John LaPlante, TY Lin International
Barbara Moore, Citizen
Randy Neufeld, SRAM (Representative to the Transportation Committee)
David Longo, IDNR
Craig Williams, Alta Planning & Design

STAFF:

Tom Murtha
John O'Neal

OTHERS:

Mike Sullivan, Kane/Kendall Council of Mayors
Bev Moore, Illinois Trails Council
Dave Tomzik, PACE
Mike Kerr, Christopher B. Burke Engineering, Ltd.
Brian Fairwood, TranSystems (representing City of Elgin)

Eric Neubauer, TranSystems (representing City of Elgin)
Laura McGovern, Benesch Engineering
Tom Brandstedt, Frank, Novotny & Associates (representing City of Countryside)
Richard Gallas, City of St. Charles
James Bernahl, City of St. Charles
Chris Staron, NWMC
Mike Walzcak, NWMC
David Landeweer, URS
Tammy Wierciak, WCMC
Allison Bos, Southwest Council of Mayors
Molly Bradley, DePaul Student
Molly Butler, DePaul Student
Thomas Weaver, Metra
Kiersten Grove, CDOT
Ben Gomberg, CDOT

1.0 Introductions: Members and attendees introduced themselves.

2.0 Approval of the Minutes

Allan Mellis asked that his name be added to the minutes' list of Task Force members in attendance. *With this change accepted, motion was made and seconded for approval of the meeting notes. The motion was unanimously approved.*

2.1 Bicycle and Pedestrian Task Force Membership / Representation

Motion was made and seconded for confirmation of the following ex-officio member representations:

- **Karen Shiners, Pace**
- **Dan Thomas, DuPage County**
- **Pam Sielski, Forest Preserve District of Cook County**

The motion was unanimously approved.

3.0 Pedestrian and Bicycle Project Programming

3.1 Congestion Mitigation and Air Quality (CMAQ) Program

Ten (10) presentations of CMAQ 2012-16 bicycle or pedestrian project applications (facilities and encouragement) were given the Task Force by project sponsors or their consultants. The ten presentations were:

1. Algonquin: Randall Road Bridge
2. City of Chicago: Bike Share
3. City of Chicago: Streets for Cycling Innovations
4. City of Chicago: Snow Removal
5. City of Chicago: Road Diets (71st Street and Lawrence Avenue)
6. Countryside: Brainard Road
7. DuPage Forest Preserve District West Branch Regional Trail (Winfield)

8. Elgin: Fox River Bridge
9. Northwest Municipal Conference: Tier I Bicycle Corridors
10. St. Charles: Red Gate Road Bridge

Each presenter briefly (3 minutes) described their project and its rationale, as a project generally and in seeking CMAQ funding. A limited number of questions were then taken by each presenter. For detailed information on these, and all other, project submittals, Task Force members can access PDFs of the applications on CMAP's FTP server. (Instructions on accessing the server were emailed to all members last week. If meeting attendees would like instructions for accessing applications on the CMAP FTP server, they may contact John O'Neal at joneal@cmap.illinois.gov.)

Some notes on specific projects:

1. Part of a road widening from 5 to 9 lanes; High School is nearby
2. Plan is for 3,500 bikes; first ½ hour free; program would be distinct in two ways: entirely connected to transit, and 1000 bikes would be reserved for government employees; depends on increasing safe, cycling infrastructure like cycle tracks and bicycle boulevards.
3. Acceleration of ongoing efforts to increase cycling infrastructure in Chicago, including innovative treatments/facilities.
4. Snow is significant barrier in Chicago and region; key routes will be identified; could be used as a model for other communities in the region; need to collect data on pedestrian crashes, accidents, and barriers; program consists of both education/encouragement and equipment.
5. Road diets can accomplish multiple desirable transportation objectives including shifting trips to non-motorized, safety improvements, traffic flow improvements, beautification/economic development; both projects include major access to transit, including accommodation of all bus/bus stops; project is 75% designed.
6. Planned for east side; ADT along Brainard is 6,900. Project might go with on-street lanes for connectivity/accommodation without such high cost; ROW is available; 10 street crossings and 20-25 driveway crossings.
7. Project fills a major gap in the West Branch Trail; substantial funds have been committed to this project; connects important destinations/traffic generators;
8. Elgin Bike Plan identifies need for a crossing of the Fox River somewhere in this area. Nearest safe bike-ped crossings are currently Walnut Ave. (1.16 miles north) and State St. (1.6 miles south).
9. NWMC community applications consist of 11 individual applications, totaling approximately 19 miles of facilities; Golf Rd. corridor consists of 5 applications filling in gaps in this planned corridor; major ROW concerns exist for the Skokie Valley corridor, and some for Golf Rd. corridor; projects have utility as individual segments/projects.
10. Part of a road/bridge project; bike/ped element is integral to project, regardless of CMAQ funds availability.

Mr. Rickert stressed that the presentations were just a small taste of approximately 150 bike-ped project applications, and that the fact that they were presented here did not give them any kind of priority.

Ms. Kilgore stated that the range of good projects made her feel proud of the region and the work that CMAP staff and the Bike-Ped Task Force has done. Mr. Burke concurred in this.

Mr. Murtha stated that the Task Force has, through the work done nearly two years ago (see memo dated Feb. 2009, from the minutes/agenda for the April 20, 2011 Task Force meeting) many of the criteria needed in order to create a package of projects which will meet the goals of the CMAQ program, advance GO TO 2040, and, more generally, improve bicycling and walking in the region. He reminded the Task Force that their main role or focus in the process that the CMAQ Project Selection Committee has called for in the CMAQ 2012-16 program is implementation of GO TO 2040. In sum, he asked the Task Force, “Can we come up with a package of projects we can recommend?”

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Mr. Murtha then turned his and the Task Force’s attention to the memo (*Summary of Bicycle and Pedestrian Project Submittals – DRAFT*), which staff produced for today’s meeting, and which outlined potential ‘themes’ or ‘categories’ of bike-ped project types that the Task Force may want to consider – including:

- Major new regional trails
- Filling in gaps in the regional bikeway network
- Grade separation projects over major arterials/barriers in the regional bikeway/pedestrian network (i.e. underpasses, overpasses)
- Facilities to increase accessibility to regional and major community destinations
- Innovative projects/programs to accommodate/increase biking and walking (e.g. bike share programs, cycle tracks, road diets, on-street lanes, bicycle boulevards, etc.)
- Projects that add to or integrate bike/ped accommodation into large highway projects
- Encouragement and bike parking projects

Mr. Murtha stated that the Task Force may consider these (and other) themes in relation to criteria such as:

- Project readiness (local ability to produce matching funds and to moving project forward rapidly)
- Destinations served (surrounding land use)
- Potential number of persons served / attracted

- Location near community centers / central business districts
- Transit access – type of transit being accessed
- Innovation
- Other criteria?

Discussion ensued as to how the Task Force would rank the projects. Mr. Murtha added that he thought the Task Force should use a qualitative, “good-better-best” approach to ranking, rather than a numerical or quantitative approach, although in some cases or on some criteria, qualitative rankings may be employed.

4.2 Project Updates

Mr. Burke spoke of Active Trans and partners recent success in getting the State of Illinois and IDOT to count and to statistically analyze ‘doorings’ as crashes.

5.0 Public Comment and Announcements

No comments or announcements were made.

6.0 Next Meeting

Thursday, May 26, 2011 at 9:00 AM.

7.0 Adjournment: 3:00 PM